

### Amendments to the Specification

Please replace the paragraph beginning on page 3, line 23 and ending on page 4, line 9 with the following paragraph:

--Turning to Figs. 3 and 4, a saddlebag mounting system 65 is illustrated in a partially exploded state. The saddlebag mounting system 65 includes the saddlebag 55, a saddlebag frame 70, and a saddlebag mount 75. The saddlebag mount 75 connects to the fender support 45 and can remain connected to the fender support 45 whether or not the saddlebag 55 is attached to the motorcycle 10. The saddlebag mount 75 includes an elongated bar 80 that defines a top surface 85 and first and second apertures 90, 95. Of course other constructions may use more or less apertures or may space the apertures differently, while still functioning as desired. Each aperture 90, 95 receives a mounting member 105 (Fig. 6), which attaches the bar 80 to the fender support 45. In most constructions, the mounting members 105 are bolts that extend along a first mounting axis A-A and a second mounting axis B-B to engage the fender support 45. Other constructions may employ other fastening means (e.g., screws, rivets, pins, welding, soldering, brazing, and the like). As best seen in Fig. 4, the bar 80 further defines a cavity 96 having an opening 97. The opening 97 faces toward the fender support 45 when the bar 80 couples to the fender support 45.--

Please replace the paragraph beginning on page 4, line 16 and ending on page 4, line 23 with the following paragraph:

--With continued reference to Fig. 3 and Fig. 4, the bar 80 also includes two pin-receiving apertures 110, which define attachment axes C-C that are parallel to and not aligned

with either of the mounting axes A-A, B-B. In the illustrated embodiment, the pin-receiving apertures 110 are positioned between the first and second apertures 90, 95. However, other constructions may locate one or both of the pin-receiving apertures 110 outside of the mounting points 90, 95. A retaining member (shown in Fig. 4), in the form of an S-shaped spring 115 is positioned adjacent each of the pin-receiving apertures 110 and within the cavity 96 to facilitate attachment of the saddlebag 55 to the saddlebag mount 75.--

Please replace the paragraph beginning on page 5, line 10 and ending on page 5, line 22 with the following paragraph:

--As illustrated in Fig. 5, the saddlebag frame 70 includes a plate member 135, a hook 140, a first attachment pin 145, and a second attachment pin 150. Several rivets 155 pass through the plate 135 and fixedly attach the plate 135 to a rigid back panel of the saddlebag 55. In other constructions, other attachment means are used (e.g., bolts, screws, adhesive, welding, stitching, and the like). The hook 140 is in a position higher than positions of the first attachment pin 145 and the second attachment pin 150. The hook 140 is integrally formed as part of the plate 135 and includes a first surface 160 that is substantially perpendicular to the plate 135 and a second surface 165 that is substantially parallel to the plate 135. The second surface 165 is sized and positioned to at least partially engage the slot 107 when the saddlebag 55 is attached to the motorcycle 10. As such, the hook 140 is configured to match the location of the slot 107. Other constructions may not include a slot 107. Rather, the hook 140 could extend beyond the bar 80 and engages the opposite side of the bar 80. In other constructions, two or more hook members are spaced apart from one another and cooperate to define the hook 140 that engage one or more slots 107.--

Please replace the paragraph beginning on page 6, line 1 and ending on page 6, line 8 with the following paragraph:

--With reference to Fig. 6, an attachment pin 145 is shown illustrating a pin cam surface 168. The pin cam surface 168 engages the S-shaped spring 115 and, when rotated, couples the saddlebag 55 to the motorcycle 10 to substantially inhibit movement of the saddlebag 55 in an upward direction. The cam surface 168 receives and engages the S-shaped spring 115 during rotation of the pin 145, 150 and pulls the spring 115 towards the saddlebag 55. This produces a force that helps to maintain the pin 145 in the locked position during use of the motorcycle 10. Attachment pin 150 also includes the pin cam surface 168. Some constructions may include a pin locking mechanism that retains or biases the pin into the locked position.--